

## Follow-up Action on Occurrence Report

*ACCIDENT TO YAK 52, G-LENA, AT BOURNEMOUTH AIRPORT, DORSET ON 22 JULY 2006*

**CAA FACTOR NUMBER** : F31/2007  
**FACTOR PUBLICATION DATE** : 13 September 2007  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2006/06484  
**AAIB REPORT** : Bulletin 8/2007

### SYNOPSIS

From AAIB Report:

Following a pleasure flight in the local area, the aircraft made an approach and a high-speed, low-level pass adjacent to the runway threshold, in front of a group of onlookers. Witnesses saw the aircraft pitch up to an attitude of 30° to 40° and climb to a height of around 200ft, before starting a climbing roll to the right. The roll continued, the aircraft became inverted and entered a near-vertical rolling dive from which it did not recover. It impacted the ground and caught fire. The impact was not survivable and both the pilot and his passenger received fatal injuries.

Examination of the wreckage failed to reveal any malfunction of the aircraft. It was, however, established that the passenger, occupying the rear seat, only used the lap strap elements of his seven-point harness. The reason for the pilot losing control of the aircraft could not be positively established. It is possible, however, for the rear seat crotch strap buckle to have become trapped in the flight controls in such a manner as to prevent the pilot applying corrective left roll control inputs.

### FOLLOW UP ACTION

The one Safety Recommendation made by the AAIB following their investigation is reproduced below together with the CAA's response.

#### Recommendation 2007-053

It is recommended that the Civil Aviation Authority review their response to AAIB Safety Recommendation 2003-71 with the intention of minimising the possibility of loose articles becoming jammed in any of the flight controls of the Yak 52 aircraft on the UK register.

#### CAA Response

The CAA accepts this Recommendation and will review their response to AAIB Safety Recommendation 2003-71 with the intention of minimising the possibility of loose articles becoming jammed in any of the flight controls of

Yak 52 aircraft on the UK register. The CAA intends to make an assessment of the installation of the flight controls in the fuselage of the Yak 52 aircraft type with the objective of determining whether any modifications to the aircraft would be appropriate to assist in minimising the possibility of loose articles becoming jammed in the flight controls.

In addition, the CAA will consider other means of answering this Safety Recommendation such as giving further publicity to the dangers of loose articles in aircraft including, specifically, unused components of the installed safety harness.

The CAA will complete its consideration by end February 2008.

**CAA Status - Open**